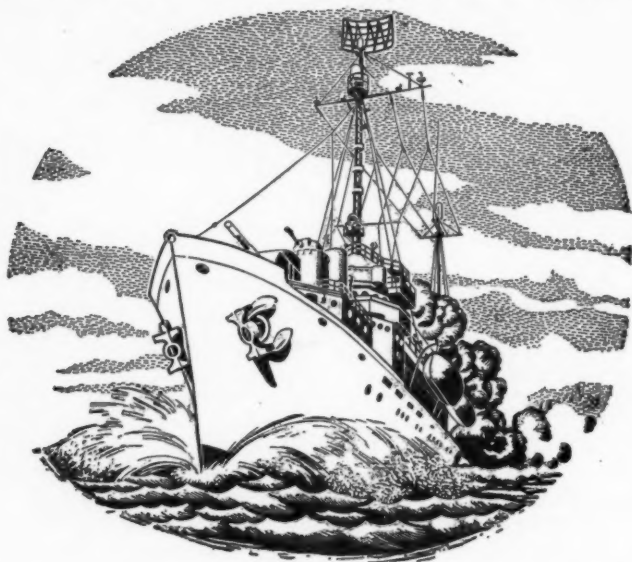


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GENERAL INFORMATION

# U.S. COAST GUARD



# BULLETIN



With This Combination April-May Issue, the Publication  
of the Bulletin Is Indefinitely Suspended

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**APRIL-MAY 1953**

**VOLUME 8**

**CG 134**

**NUMBERS 10-11**

**This Copy Intended for Ten Readers**  
**DO YOUR PART—PASS IT ALONG**

**The Printing of This Publication Has Been  
Approved by the Director of the Bureau  
of the Budget, 23 September 1949**

**Distribution (SDL No. 53) :**

- A :** a, aa, b, c, d, dd (5) ; e, f, i (3) ; remainder (1).  
**B :** c (20) ; f, g (7) ; e, h, i, l (5) ; j (3) ; d, k (2) ; remainder (1).  
**C :** a, d (3) ; remainder (1).  
**D :** all (1).  
List 118.  
List 102.

# U.S. COAST GUARD BULLETIN...



Washington, D. C.—April—May 1953

## Hero of the Year:

### Bernard C. Webber, BM1

#### 2d District Boatswain Receives Legion Medal of Honor

Bernard C. Webber, 24, BM1, was awarded the Gold Medal of Valor and designated Coast Guard "Hero of the Year" by American Legion Second Division Post No. 27 of Baltimore, Md., at ceremonies held at a dinner there on 21 March.

Webber received the award for his distinguished conduct displayed as petty officer in charge of a 36-foot motor lifeboat which rescued 32 men from the stern section of the SS *Pendleton* which had broken in two off the coast at Cape Cod on 18 Feb. 1952. He is already the recipient of the Treasury Department Gold Life-saving Medal for this good work.

The Second Division Post makes an annual award to the Coast Guardsman who performs the outstanding act of heroism during the preceding year. The Board of Awards at Coast Guard Headquarters made the selection of Webber.

Vice-Admiral Merlin O'Neill, Commandant of the Coast Guard, made the Legion's award during the banquet night.

Webber is now performing search and rescue duty aboard the CG-83388 at Woods Hole, Mass., where he has had duty since April 1952.

Webber is married to the former Miriam M. Pentinen, of Chatham, Mass.



Bernard C. Webber, BM1

They have one child, Bernard C., Jr., born January 1, 1953, and live at Wellfleet, Mass.

In addition to the Gold Lifesaving Medal and Medal of Valor, Webber is entitled to wear the Good Conduct, American Area, and World War II Victory ribbons.

## The Story of Scotch Cap Light Station

The Scotch Cap Light Station, perched on a 100-foot bluff at the southwestern tip of Unimak Island, Alaska, overlooking the edge of the Bering Sea, provides light and radio beacon services the year around for aircraft and shipping in the slim finger of water that connects the Bering Sea to the North Pacific. The present station is comprised of two modern buildings overlooking a small barren patch of level rock some 20 feet below—the site of the original Scotch Cap Lighthouse. Small chunks of rotted wood and torn steel are scattered over the flat space, serving in silent memorium to a 7-year-old tragedy. In the first hours of the morning of 1 April 1946, a combination earthquake and tidal wave literally annihilated the old lighthouse and its crew of five.

At the time of the holocaust, there was a Direction Finder unit, which transmitted bearing and position data to ships, on the site of the present light station. Predawn darkness prevented the D/F station's 8-man crew from witnessing the devastation that took place at the lighthouse just 10 yards below, but the mid-watch's tersely registered log entries have permanently recorded the horror of the black morning.

- "0130: Severe earthquake felt. Building rocked severely. Objects shaken from locker shelves. Duration approximately 30-40 seconds. Building creaked and groaned but no apparent damage. Weather clear, calm.
- "0157: Second severe quake felt. Shorter in duration but harder than at 0130 . . . again no apparent damage although buildings shook severely.
- "0218: Heard terrific roaring of the sea followed by huge sea immediately. Top of the wave rose above the cliff back of Scotch Cap Light Station and struck D/F Station causing considerable

damage. Crew ordered to high ground. Can't make radio contact so broadcast following message: 'PP NMJ NNA NNF NND TIDAL WAVE X MAY HAVE TO ABANDON THIS PLACE X BELIEVE NNHK (Scotch Cap Lighthouse) LOST INT R INT R KKK.'

- "0245: Scotch Cap believed lost; light extinguished and horn silent.
- "0300: Gathering emergency stores and clothing. Called crew back (as sea is apparently abating) to get more clothing and canned goods. Emergency lights rigged and carrying clothing and supplies pack.
- "0345: Sea seems to be moderating. Still no wind but clouding up. Heavy roaring from ocean but seems to be quieting. Light station total loss all hands.
- "0700: Went to light station; debris strewn all over place. Piece of human intestine found on hill."

An appendate to the log reads:

"Heard news broadcast that tidal wave causing much damage. Many places being evacuated. CGC *Cedar* and CGC *Clover* proceeding Scotch Cap to assist. Man at D/F Station talking to man at Scotch Cap when first tremor felt while still in radio contact. Man at Scotch Cap said that deck was raised. Whether crew had attempted to evacuate and were caught by wave or were trapped inside is not known (CO's personal belief is that crew of Scotch Cap was still in building). Five men lost (total personnel) at Scotch Cap Light Station."

For 11 days the log recorded tremors and quakes of varying intensity. At Cape Sarichef, 20 miles distant, intermittent building-shaking tremors were recorded.



**LCDR JOHN NATWIG** (right) displays a trophy given him as "Military Airman of the Year in Puerto Rico" by the P. R. Chapter of the Air Force Association. The trophy was in recognition of LT Natwig's bravery in diving from his rescue plane into the ocean to rescue a drowning boy when a large commercial plane crashed off Puerto Rico last spring. In the picture are, left to right, Cadet L. M. Rivera, "Civilian Airman of the Year," Brig. Gen. A. F. Kalberer, USAF "Meritorious Achievement in Command of Ramey AFB, Puerto Rico," and Miss Clara E. Livingston, "Meritorious achievement in civilian aviation in Puerto Rico."

(Continued from page 182)

On the day after the wave, a crew searched the ruins of the light station. Nothing from the station—no papers or records or usable equipment—was found. Several days passed before the five bodies were recovered strewn along the beach. They were identifiable only by bridge-work and rings that the sea hadn't been able to wrench from them.

The End

A remarkably mild winter has been experienced in the Great Lakes area so that the scarcity of ice in the Green Bay area of Lake Michigan was such that ice fishermen were hindered in their work. It was not until the end of January that full use of their nets was possible. The lower lakes remained entirely open and void of floating ice.

## New Columbia Lightship Back on Station

### Replaced 40 Year Old-Timer Last Year

THE new *Columbia* Lightship, brought around from the East coast last year for permanent station at the mouth of the Columbia River, is now back on station after annual routine repairs in drydock at Seattle.

Last year the new Lightship replaced the old *Columbia* which had guarded the sea approach to the Columbia River for approximately 40 years.

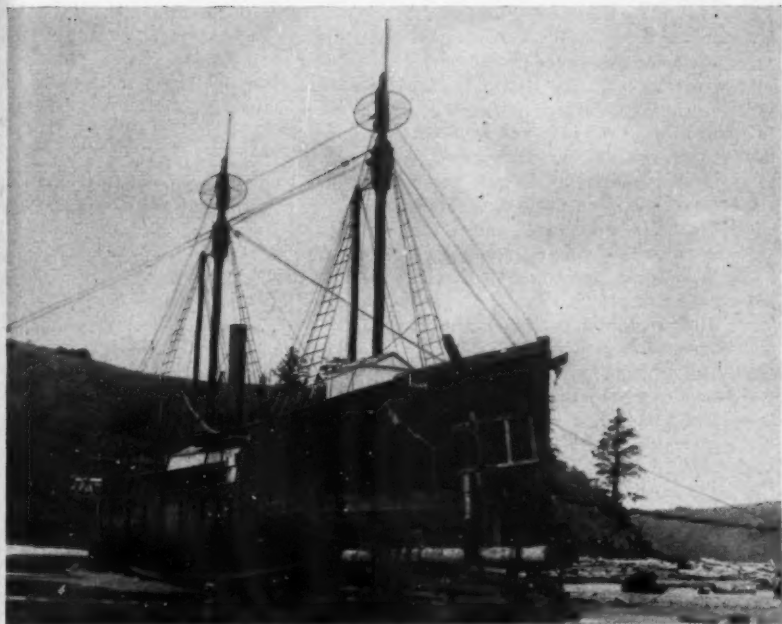
The new *Columbia* is equipped with a high-intensity light of 15,000 candlepower, which is standard for major lightships. The use of this higher intensity will make the *Columbia* signal visible to a distance of 14 miles on a clear night. Her compartments are all structured for utmost convenience while living at sea. The ship can make her own fresh water, a feature the old *Columbia* lacked. She is also equipped with the latest fog signal apparatus, air conditioning, radiobeacon and radio. Her recreational facilities include a hobby shop and reading compartment, providing the most comfort possible for the crew's 42-day period at sea.

The Commanding Officer of the new *Columbia* is Chief Boatswain Roland E. Miller. It is his 3d lightship.

Lightships are actually floating lighthouses placed on station in locations along the coast where it would be impracticable or needlessly expensive to build a lighthouse. Quite frequently, they mark the approach to a port or the outer limits of outlying dangers. Occasionally, they are used in inside waters. The forerunner of the modern lightship was the beacon boat which was originated in 1789. It was a small boat with colored daymarks on the mast and was used for about 31 years. There was no sound or light equipment on the beacon boat and consequently, it was superseded by the light and bell boats in the early part of the 19th century. These light and bell boats were queer vessels made of iron, flush-decked, turtle-backed and with a light or bell clappers fastened to the mast. Later, daymarks were added. Light boats, or floating lights, as they were then called, were mostly anchored in inside waters and it was not until the development of the sturdier lightship that hazardous locations along the open coast were able to be marked.

The first light vessel to be placed on the Pacific Coast was stationed at the entrance of the Columbia River in 1892 and was propelled by sails. At one time during her history, she parted her moorings in a tremendous sea and heavy gale and was stranded on the shore near the mouth of the Columbia River. The No. 50, as she was known, was constructed of wood and remained in service only until 1900 when she was replaced by the steelhulled light-ship. During the amalgamation of the Lighthouse Service and the Coast Guard in 1939, four lightships, the *Columbia*, the *Umatilla*, the *Swiftsure* and the *Relief*, were transferred to the Coast Guard. These four lightships maintained only three stations as the *Relief* was used on all stations as relief. All but one was built around 1908; the *Swiftsure* was the newest and it was completed in 1929.

At the outbreak of the war, the *Umatilla*, and the *Swiftsure* were removed from their stations and replaced by lighted whistle buoys. The ships were reconverted by removing the radiobeacon and antenna mast, by installing armament, by realtering radio facilities and by increasing the complement to 30 Coast Guardsmen and 5 Coast Guard officers. The *Umatilla* lightship was then placed in the Strait of Juan de Fuca as a Recognition Ship and the *Swiftsure* was sent into Alaskan waters. The war altered but slightly the routine of the Lightships *Columbia* and *Relief*. Other than the issuance of small arms and a lookout for north-bound vessels, these lightships maintained and performed their peacetime duties.



**OLD NUMBER 50** is shown here high and dry following a severe gale that drove her ashore onto the beach. The photograph, which was received by the Lighthouse Board 13 May 1901, was accompanied with this information: "Looking west. The bow of vessel has been partly turned, and moved about 30 feet toward the beach, and shows the vessel raised slightly clear of sand. Chains were passed under vessel, fastened to logs, and vessel raised by means of jack screws under logs, over 100 being used. Low water."

**E**NGLAND had stationed 6 light vessels before the United States authorized its first, in 1819, Congress authorized appropriations for 2 of them, 1 to be stationed at Wolf Trap Shoal and the other at Willoughby Spit in lower Chesapeake Bay.

Contract for the first was let September 2, 1819, to John Pool, of Hampton, Va., for a vessel" . . . of 70 tons burthen, copper fastened and coppered . . . a cabin with at least 4 berths . . . apartment for cooking, spars, a capstan belfry, yawl and davids."

This lightship was stationed off Willoughby Spit in the summer of 1820. However, it took such a beating it was moved to a more protected location off Craney Island.

In the same year, three more were authorized for southern waters. In 1822 appropriations were made for the first light vessel off New York Harbor, at Sandy Hook.

In 1823 \$25,000 was authorized for a vessel "not less than 250 tons," capable of station off Cape Hatteras, to warn of that most dangerous of American shoals, the Diamond.

The primary purpose of a lightship is to serve as a beacon by day, a platform for the light by night, and a sound signal station in time of fog. But when it is necessary the Lightship may be used for sending submarine bell signals to assist underwater craft in locating their position. Moreover, with radio equipment, lightships are invaluable as relay stations.

(Continued on next page)



**R**ARELY is there much of any dramatic action involving lightships. Over the years are only a few cases. A *Nantucket* lightship skipper was quoted as saying that large steamers sometimes passed very close-aboard during heavy fog, "a few times almost grazing us." In 1887 a British steamer foundered a few miles southward of *Nantucket*, and officers and crew of the steamer managed to reach the lightship in small boats. The gale was so heavy and sustained that it was two weeks before a light tender could remove the men.

And in December 1905, a gale sprang a serious leak in *Relief* 58 which was on the *Nantucket* station. The Tender *Azalea* came from New Bedford and was towing the *Relief* 58 in, when she began to founder from the water in her hull. The lightship crew abandoned her 10 minutes before she sank.

The devastating hurricane in which the Coast Guard cutters *Bedloe* and *Jackson* foundered, caused the loss, on the same day, September 14, 1944, of the 123-foot Coast Guard Lightship #73 on the Vineyard Sound Station. The 693 ton vessel was missing from her position off the tip of Cuttyhunk Island in Vineyard Sound, R. I., and all hands, including 12 officers and men on board, were lost. Bodies of two of the crew were washed ashore and identified. The skipper of the vessel, which was steam propelled and built in 1909, was boatswain Edgar Seigny, USCG, of New Bedford, Mass.

A lightship placed off Fire Island in 1896 (after steamer *St. Paul* had run onto the beach there) met with a collision twice in 1916. The steamer *Eastern City* hit her head on, March 1, and in May at dawn 1 morning, the steamer *Philadelphia* cut 2 feet into her sides and 4 feet below her water line.

One lightship even took part in a Polar Expedition. A 125-ton steam brig, she came out of Philadelphia Navy Yard in 1855 and before assignment on station was fitted out as the *Arctic*. With the *Release* she went north to 78° in search of the missing party of Dr. Elisha Kent Kane. The search was successful and the *Arctic* was stripped of her name and engines on return and assigned as *Relief* lightvessel off Rattlesnake Shoal (off Charleston, S. C.). During the war, she was seized by the Confederates and sunk in the Cape Fear River. The war over, she was raised, repaired, towed north and stationed off *Hen & Chickens* Shoal, remaining until 1879.

Today the Coast Guard mans 36 lightships, a good number having been supplanted by automatic lights on skeletal towers, and other means. Lightships are part of 40,000-odd aids to navigation (including lighthouses, light tenders, buoys and beacons, including electronic) that have been under U. S. Coast Guard since 1939 when that agency absorbed Lighthouse Service.

After World War II the *Umatilla* and *Swiftsure* resumed their stations—the *Swiftsure* off of Cape Flattery and the *Umatilla* 22 miles south of *Swiftsure*.

## Mooring to Navigation Aids An Unlawful Act

Fishermen and small boat owners must from time to time be reminded that it is a violation of Federal law to moor any craft to Coast Guard aids to navigation, or in any manner impair the operation of such aids. However, there exists a privilege to do so if immediate emergency conditions are present.

Mooring boats to buoys is considered obstruction and interference with aid to

navigation as established in 33 USC, Regs. Subpart 70.05.

Such violations are punishable by fine, not to exceed \$2,500, imprisonment or both. Provisions of the section declare that one-half of such a fine shall be paid to the person, or persons, supplying information which leads to a conviction.

Craft illegally moored to aids to navigation often obstruct the view or otherwise interfere with the usefulness of the aid. Sometimes buoys become unmoored or damaged by these craft. Often damages from the buoy will result to the moored boats.

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**FOUR YOUNG POLIO** patients came aboard the CGC *Tancy* recently for a "look around." LT S. J. Houska, the "Exec" of the Alameda Receiving Center, gave them a personal tour. In the picture, left to right, are: Seaman Rob Larson, Seaman Apprentice Jerry Butler, and Seaman Lee Flappan.

### Recent Assignment Changes

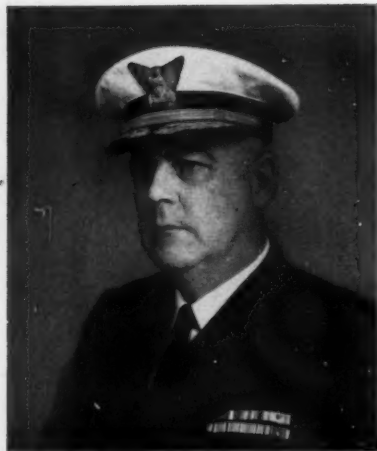
Recent assignment changes of officer personnel include the following as announced by the Commandant:

CAPT Charles W. Thomas from Commander, Second District to the Yard as CO; CAPT John T. Stanley from OPL, Headquarters to COTP, San Francisco as CO; CAPT John A. Dirks from Operations Officer, Eighth District to New York as assistant to Eastern Inspector; CAPT Samuel F. Gray from chief operations officer, Eleventh District to chief operations officer of Eighth District; CAPT John Trebes, Jr. from Commander, Eleventh District to Coast Guard Receiving Center, Cape May as CO and CAPT Hal-

mar J. Webb from Legal Division at Headquarters to CGC *Tampa* as CO.

Others include CAPT Joseph D. Conway from the Fifth District to the Twelfth as Chief of Staff; CAPT Chester L. Harding, Headquarters to SCG and MMDO, Europe, London, England; CAPT Miles H. Imlay as CO at the Cape May Receiving Center to Headquarters in Personnel; CAPT Henry T. Jewell, Headquarters to Fourteenth District as Operations Officer; CAPT Joseph A. Kerrins, Fifth District (OCMI) to the CG Base at San Juan, P. R. as Greater Antilles Section Commander, and CAPT Edward H. Thiele, Senior Coast Guard Merchant Marine Detail, Europe, to Officer-in-Charge Marine Inspection, Norfolk.

## RADM Norman H. Leslie, 55, Dies 15 March in Seattle



RADM Norman H. Leslie

Rear Admiral Norman Henry Leslie died at the age of 55 of a heart attack at Seattle on 15 March while assigned there as district commander.

He was born in Chicago, Ill., on 25 August 1898, the son of Norman Henry and Myrtle Oliver Leslie. He received his early education in the Chicago public schools and was graduated from Parker High School. Before enlisting in the Coast Guard as an ordinary seaman on 1 June 1918, he worked as a machinist.

He took the examination for cadetship at the Coast Guard Academy that same month and was honorably discharged as an ordinary seaman on 31 July to accept appointment as a cadet. He received a commission as Ensign on 7 March 1921. For his participation in World War I as a member of the Coast Guard serving under the Navy he was awarded a Victory Medal without clasp.

His first assignment was on the Cutter *Seneca* from which he was detached in August 1921 to serve on the *Tuscarora*. In January 1922, he was assigned to the *Unalga*, then based at Juneau, Alaska,

and served aboard this cutter until October 1926. In connection with his duties with the Coast Guard Patrol in Alaskan waters, he was appointed a U. S. Deputy Marshal in February 1925.

In November 1926, he returned to the Cutter, *Seneca*, based at New York, for a 10 months' tour of duty upon completion of which he reported aboard the Coast Guard Destroyer *Ericson* as executive officer. A year later he became commanding officer of the Coast Guard Destroyer *Fanning* and served in this capacity until June 1930.

He was assigned to duty at the Coast Guard Depot, Curtis Bay, Md., where he served for 3 years. During this time he was commended for assistance rendered to the Navy Airship *Akron* when it crashed in 1933. He was detached from the Depot in June 1933 and was designated as commanding officer of the Cutter *Cahokia*.

His next command was a shore station at Base Six, Fort Lauderdale, Fla., where he served 4 years, becoming Director of the Coast Guard Reserve in the Jacksonville District in September 1939. He was also named Public Relations Officer of the Jacksonville District in September 1939. He was also named Public Relations Officer of the Jacksonville District soon after this.

In September 1941, he returned to sea duty in Alaskan waters as commanding officer of the Cutter *Haida*. While on this assignment he served additionally as United States Commissioner. He received the Navy Commendation Ribbon for outstanding performance of duty in command of *Haida*.

New Orleans was his next station. He became Chief of Staff to the District Coast Guard Officer, 8th Naval District, in November 1942. While Chief of Staff he was commended by Brig. General H. D. Munnikhuysen, QMC, for his assistance in establishing and conducting the Mounted Beach Patrol in the Eighth Naval District. On 27 December 1944, he relieved Captain William K. Scammell as District Coast Guard Officer, 8th Naval District.

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In July 1945 Rear Admiral Leslie became District Coast Guard Officer of the 17th Naval District, with Headquarters at Ketchikan, Alaska. He served in this capacity until June 1947, when he assumed command of the 7th Coast Guard District, Miami, Florida.

Rear Admiral Leslie was transferred to Coast Guard Headquarters, Washington, D. C., in January 1949, and the following month he relieved Rear Admiral R. T. McElligott as Chief, Office of Personnel. Rear Admiral Leslie served in this capacity until August 1951, when designated 13th Coast Guard District Commander, Seattle, Wash., his current assignment.

After receiving a commission as an Ensign on 7 March 1921, he was promoted in rank as follows: Lieutenant (jg) 14 November 1921; Lieutenant 4 December 1925; Lieutenant Commander 7 March 1929; Commander 25 May 1940; Captain 20 June 1942; Commodore 1 June 1945; after the war when the rank of Commodore was abolished he reverted to Captain. He took oath of Rear Admiral on 10 March 1950.

Rear Admiral Leslie married Unis Frazier of Seattle, Wash., on 25 September 1926. They have one daughter, Mrs. Melvin Burg of New Orleans.

### 5th District Now On New Radio Frequencies

All marine information broadcasts made by the Coast Guard in the 5th District are now on a newly assigned radio frequency of 2702 kilocycles. In the past marine information broadcasts were made on 2698 kilocycles.

All three 5th District radio stations, NMN Norfolk, NMN-7 Baltimore and NMN-37 Fort Macon, N. C., have been affected by the change, but broadcast times for the stations remain the same.

Times of broadcast daily are 0020 and 1230 at NMN Norfolk, 1130 at NMN-7 Baltimore and 1200 at NMN-37 Fort Macon.

As in the past, urgent or emergency marine information broadcasts will be made whenever the need arises.

### Helicopter Flyers Receive Fire Helmets for Well Done



ADC JAMES BOONE wears his white LTJG Chas. Lockwood receives a "Fire Chief" helmet for a "well done."

On regular patrol from the Port Security Air Detachment at Floyd Bennett Field, Lockwood and Boone were flying over Kings Point, L. I., when they spotted flames in a large dairy barn. Lockwood landed on the manor lawn and called the Alter Fire Department of Great Neck. Aloft again, he located the nearest fire hydrants, then hovered over highway intersections to direct fire engines by the shortest route to the scene. He landed again and, with Boone, helped the volunteer firemen lay over 3,000 feet of hose.

Fire Chief Frederick Ninesling credited the Coast Guardsmen with prevention of great loss. "As it was, damage is not above \$2,500," he said. "But without their early warning, it would have been many thousands more."

LTJG Lockwood, turned in a similar fire alarm recently, when he noticed smoke curling from the upper floors of a school in Bayonne, N. J. Chief Boone, distinguished himself with helicopters in 1946, when he aided in the rescue of

19 plane crash survivors in dense woods near Gander, Newfoundland, and again in November 1952, when he rescued two Marines in the Virgin Islands.

## 1953 NSLI Dividends Are Now Being Mailed

Dividend checks mostly in the amount of a flat \$60.00, are being mailed by the Veterans' Administration to NSLI policyholders in all but Texas, Louisiana and Mississippi. Payments of the 1953 dividend in the case of policyholders in those states, though already begun, will not reach a full volume before the next 30 days, according to the VA's announcement in Washington.

The annual dividend will be paid to about 5 million service veterans.

Policyholders may expect to receive payments from 30 to 40 days after the anniversary date of the policy—the date the policy went into effect.

Actual payment will be made by the five district VA insurance offices located at St. Paul, Denver, Atlanta, Dallas and Philadelphia.

The St. Paul office had checks in the mail by the middle of February. Denver was to start mailing about that date; Atlanta had begun before the 15th of February. Philadelphia began early in February and expected the payments to be within one month of anniversary dates of policies.

## Engineering Training For Junior Officers

Officers of the regular Coast Guard, commencing with certain officers commissioned in 1951 and all officers commissioned thereafter, will be placed in training aboard ship for engineering indoctrination according to Personnel Circular #52-52.

The objective of the shipboard training program is that all officers should thereby qualify for engineering duty.

However, the indoctrination and training will not commence until after the first year's service afloat. Those already

qualified or under training are not subject to the new program.

Regular officers classified as special duty officers are excepted from the order of the Circular. Requests from officers of this category for engineering training in order to further qualify as general duty officers will be considered by the Commandant. Reference in this connection should be made to Personnel Circular #24-49.

At appropriate times the Commandant will order shifts of officers to engineering training as outlined above. Such shifts will normally be accomplished within a command, if conditions permit, thus avoiding transfers and minimizing disturbance to internal organization as regard collateral duties. No change in billet structure or complement is contemplated.

## Dropped Flare Allows Ship to Cross a Bar

A unique use of a flare dropped by a Coast Guard Port Angeles plane to light a channel at night time was recently reported from the 13th District.

The merchant vessel *SS Toni B* was in trouble off Hecate Head on 19 January because of a broken propeller shaft. Gale winds and heavy seas made the Coos Bay bar impassable because of breakers completely across the channel. A forecast stated that it might be possible to cross the bar at flood tide at midnight.

By 1830 the CGC *Bonham* was directed to proceed to Coos Bay. Later the District Rescue Coordination Center directed a Port Angeles plane to drop flares through the overcast over the bar by radar.

Then the report of the *Bonham* tells the rest. "Weather conditions were strong southerly wind, rain squalls and overcast with nimbo stratus cloud formation and an estimated ceiling of about 1,000 feet. One flare was dropped over the bar while the *Bonham* lay inside ready to proceed. The flare produced light that made the entire bar area visible, and it was noted by the CO that the breakers were along the north jetty and from the entrance

range south. By steering a course north of the range all breakers were avoided.

"The flare was most effective shortly after it broke out through the ceiling. The light reflected down from the overcast created an even clear light over an area of 2 square miles.

"Crossing a breaking bar at any time is hazardous and during darkness it becomes doubly so as the position of the breakers cannot be ascertained. With the aid of night illumination flare the danger is greatly reduced and the anxiety burden removed from the conning officer."

### 3162 Officers on Active Duty in CG as of 1 Feb

As of 1 February there were 3,162 commissioned officers of which 2,173 were of the regular establishment and 989 of the reserve on active duty according to an announcement by the Commandant.

Other figures announced revealed that the Coast Guard had 2,459 inactive reservists as of that date while 1,519 regulars and 169 reservists were on the retired list.

Of the total 15 of the active duty regulars were flag officers. The SPARS accounted for 16 of the active duty reservists with most of that number serving in specialist billets at Headquarters.

The complete distribution of officer strength according to rank is as follows:

### Commandant May Choose Trustee for Incompetents

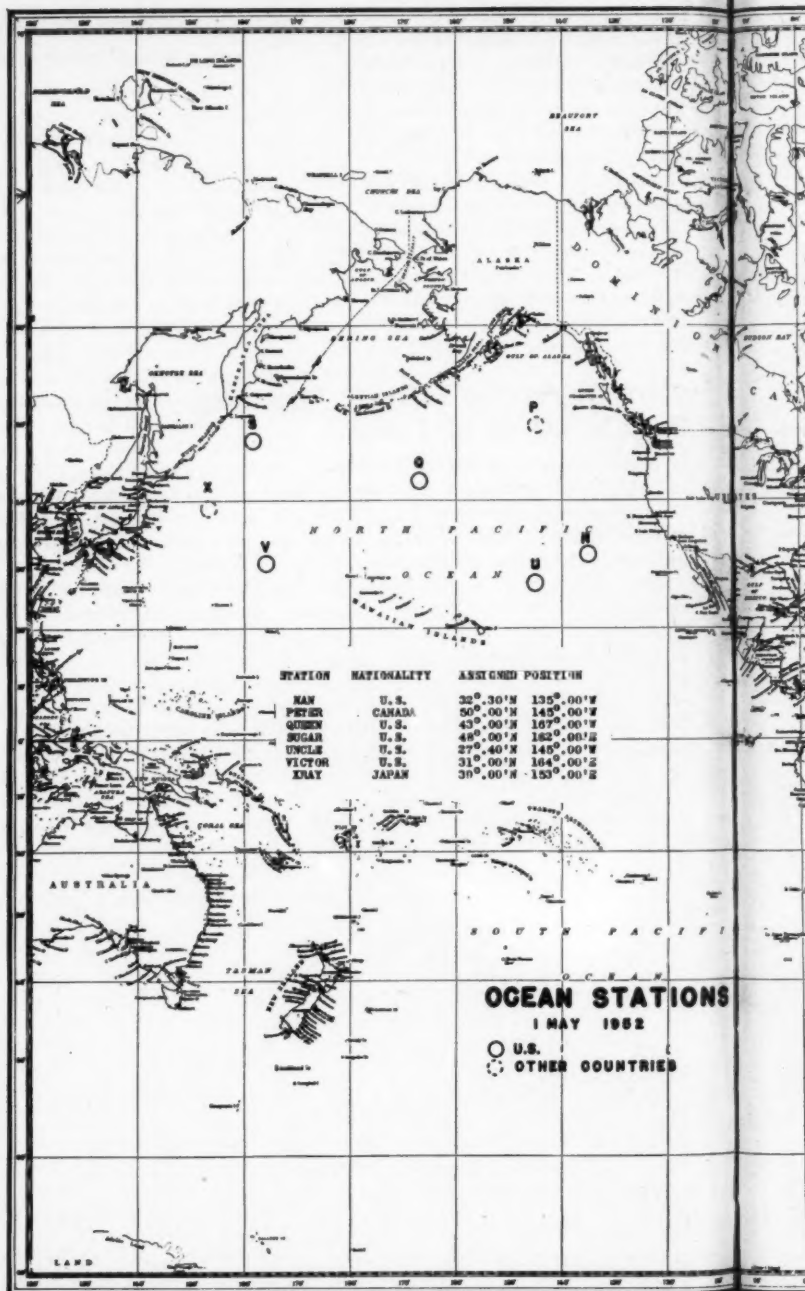
Trustees to handle Federal moneys of incompetent Coast Guardsmen, whether active or retired, may now be appointed by the Commandant whenever cases of undue hardship on their dependents is evident.

Any information alleging that Coast Guard personnel are mentally incapable of managing their own affairs shall be forwarded to the Commandant (PS) promptly. The next of kin or another responsible person willing to accept the trusteeship for the alleged incompetent person should be requested to apply to the Commandant for such appointment.

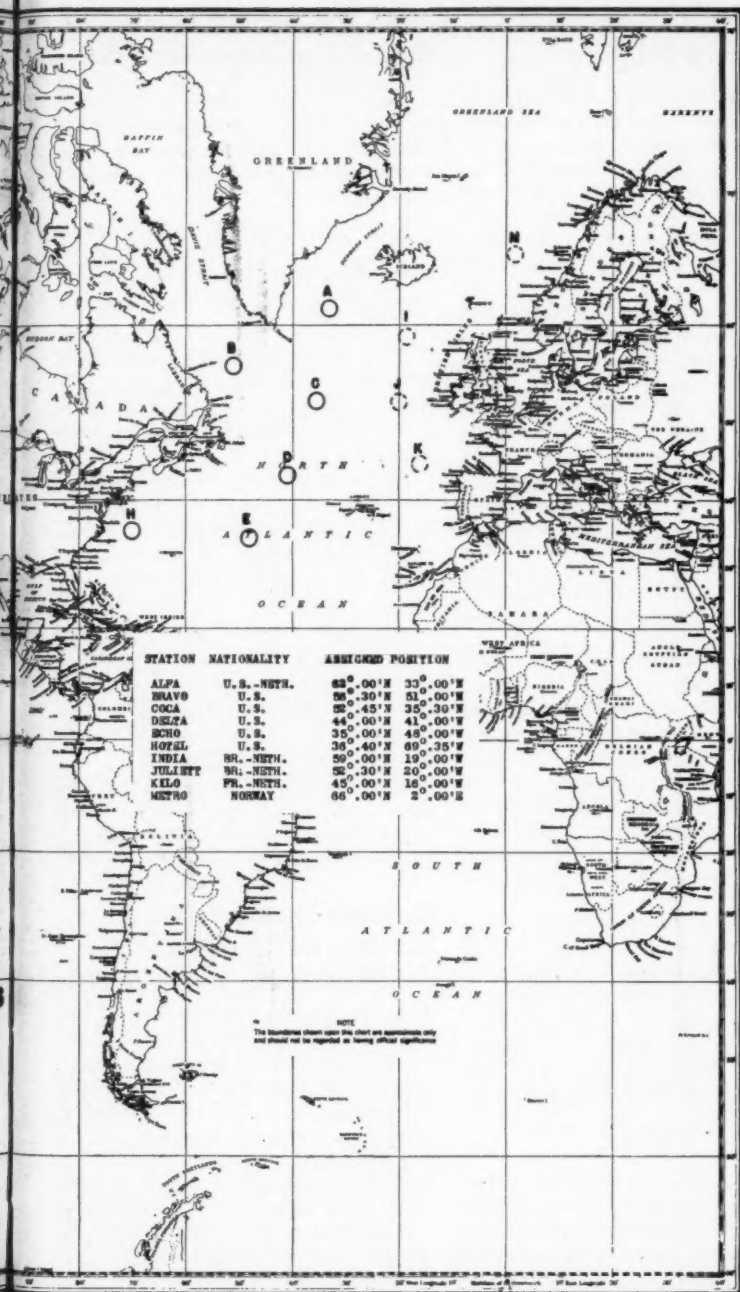
The application should contain the following information:

- (a) Name, service number, rate, service assignment, if any, and present address of alleged incompetent person;
- (b) Name, address, and relationship, if any, of person seeking appointment as trustee for alleged incompetent person;
- (c) Statement as to whether or not a legal guardian has been or is to be appointed by the civil authorities in the near future, and;
- (d) Statement as to past, if any, and anticipated future financial relationship with person alleged mentally incompetent.

Current rank	Regular CG		Active Reserves		Inactive Reserves		Retired	
	Permanent	Temporary	Male	Female	Male	Female	Regular	Reserve
ADM.....							1	
VADM.....	1						12	
RADM.....	14						33	
COMMO.....							6	
CAPT.....	179		1		7	1	77	3
CDR.....	485	8	36		66		121	4
LCDR.....	351	37	133	1	621	24	488	47
LT.....	517	87	157	13	911	65	571	49
LTJG.....	162	68	47	2	487	76	153	53
ENS.....	147	117	599		186	15	52	13
Totals.....	1,856	317	973	16	2,278	181	1,519	159







## "Guide to CG Stations" In Its Third Printing

"A GUIDE TO COAST GUARD STATIONS," a booklet published by the Coast Guard Wives Club of Washington, D. C., provides something that every service man or his wife has needed or will need at some time in his service career as a source of information about the Coast Guard Districts and Stations to which he is ordered.

Written by Coast Guard wives who have been stationed in the various places and have learned the hard way, now in its third printing, the book gives the information that wives like to know—as well as bachelors and husbands looking for a good place to request duty. By Districts the stations are described as to size, climate, housing, churches, schools, commissaries available, hospitals, transportation and local customs such as whether stoves and refrigerators "come with" rentals or must be furnished. The type of clothing usual to the area, availability of houses and apartments, and average rental rates are also covered. In general, the book covers most of the information service personnel need to know about where they are going and what to take with them. In addition, the guide contains general information on Public Health medical and dental care, the Coast Guard League and other items of value to wives, such as emergency message procedure, Welfare and pensions.

The Guide is distributed by the Coast Guard Wives Club, Washington, D. C., a nonprofit organization, as a source of income for their charitable activities. The charge for booklets is 35 cents each, and they may be ordered in any quantity from the BOOK SECRETARY, Mrs. W. E. Fuller, 2200 South Culpeper Street, Arlington 6, Va.

Barnacles, mussels, tubeworms and other fouling organisms cost the United States shipping industry alone more than \$100 million every year.—*The Lookout*.

## 1953 Ice Patrol Season Opened at Argentia, Nfld.

The operation plan for the 1953 season of International Ice Observation and Ice Patrol Service has been issued and personnel and material selected to undertake the program.

Captain G. Van A. Graves is serving for the third time as Commander, International Ice Patrol, and he and his staff are based at the Naval Station, Argentia, Newfoundland. Four officers and 15 enlisted men, 9 of whom will be radio-men, make up the staff. During "off-season" periods, CAPT Van A. Graves is a staff officer at the 1st CG District Headquarters.

By the middle of February the Coast Guard unit at Argentia was in operation and two scouting planes of the PBIG-type (converted B17s) were assigned to duty. The latter are provided by SAR Group, Argentina.

The three vessels CGC *Acushnet*, *Tampa* and *Evergreen*, stationed there will form the surface ice patrol when conditions warrant. They may be diverted in these assignments to conduct rescues in the area if necessary.

As in the past the *Evergreen* will perform oceanographic surveys in the North Atlantic and should be ready to do so about the middle of March.

## Gasoline Should Be Used But Not for Cleaning!

The percentage of fires in the Coast Guard by cleaning with gasoline and generally permitting unsafe practices in the use of inflammables follow rather closely the leading causes of fires in the Federal Government, i. e., in order: smoking, electricity, stoves and gasoline.

Recent reports of fires show a cause from cleaning with open buckets of gasoline. Such cleaning has been done to steaming shoes, wrenches and even uniforms.

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In one case a man was rubbing spots from his shoes and was burned when a shipmate lighted a cigarette; most of these cases cause the burns to other than the performer. In another case, open cans of paint thinner in an enclosed space caught fire from a lighted cigarette nearby.

## Port Security Booklet Is Issued by Coast Guard

The Commandant has announced the distribution to all United States seamen and waterfront workers of an illustrated 16-page booklet entitled, "Port Security Is Part of Your Job," a Coast Guard publication.

Examples of espionage and subversive activities are pictured with the suggestion that if such are seen they should be reported to the local COTP and FBI offices whose addresses are listed in the last two pages of the booklet.

An initial supply of this publication are being distributed to each CG District Commander for his distribution to Captains of the Port and other units which could make good use of them. A limited number of additional copies is available and may be obtained upon request to the Commandant (CHS).

Comments concerning the value of this publication are asked to be forwarded to the Commandant (OPL).

## 28 CG Cadets Given Marksmanship Award

Twenty-eight Coast Guard cadets received marksmanship awards from CAPT Lee H. Baker, Assistant Superintendent of the Academy, on 31 January in a special ceremony.

The cadets, all members of the class of 1954, earned the awards last summer while firing at the Coast Guard's Cape May, N. J., range.

Those receiving awards were:

**EXPERT PISTOL:** Arthur H. Edmunds, Rex B. Morgan, Paul A. Trimmer, James F. Culbertson, Addison S. Jennings, Gerald J. Burdidge, Paul E. Schroeder, Guy M. Mizell, James I. Doughty.

**EXPERT RIFLE (M1):** Sylvan C. Bloch, Robert C. Chanaud, Raymond J. Copin, Verne E. Cox, Richard C. Groepler, Richard G. Kerr, George H. Wagner, Clyde T. Lusk, Jr., William J. Tillo, James I. Doughty.

**EXPERT RIFLE (CARBINE):** Donald M. Thompson, Jr., Donald L. Stivender, Crook Stewart, Jr., Clyde E. Robbins, Mark J. Millea, Jr., Edward A. McGee, Kenneth A. Long, Clyde T. Lusk, Jr., William J. Tillo, James L. Fear, Charles L. Clark, Phillip J. Danahy, James F. Culbertson, Rex B. Morgan, Arthur H. Edmunds, James I. Doughty.

Cadet Doughty was the only man to receive an award in each category.

## New Notarial Authority Outside Continental U. S.

Hereafter all commissioned officers of the grade of lieutenant commander or above, all commanding officers of units, and all warrant officers in charge of units may exercise the general powers of a notary public in the administration of oaths for the purpose of execution, acknowledgement and attestation of instruments and papers, and all other notarial acts in Alaska and places beyond the continental limits of the United States where the Coast Guard is serving.

It must be remembered, however, that this authority is separate and distinct from authority to administer oaths in connection with the proper execution of Coast Guard functions, and with the administration of military justice.

The officer or warrant officer administering the oath required on any instrument or paper in connection with the notarial duty, must add "By authority of 14 USC 636" following his signature, service number and rank.

No fees for this service shall be accepted.

## Some Reservists Will Receive 2-Year Contracts

Dependent upon their qualifications to fit the needs of certain specialties, some reservists will be tendered a 2-year active duty contract during 1953 according to the Commandant.

Due to the large number of reserve officer releases—200 by 31 July—this policy has become necessary in order to replenish the number.

Though not yet ready to issue such contracts, nevertheless queries are being sent to some reserve officers to learn of their interest in such a plan. A request for active duty must then follow.

At the same time it is expected that the Officer Candidate program will be increased sometime in June. Classes now average about 30 students.

Of especial need at this time are those officers qualified as engineers and electronic experts.

## CG Ambulances Lead in Total Number of Accidents

The Commandant is concerned about the accident rate of certain types of vehicles used by the Coast Guard. Investigation of service motor vehicle accidents shows vehicles that limit the drivers' visibility are not necessarily more dangerous, and that emergency vehicles must be more carefully controlled.

In the 44-month period investigated, service vehicular damage exceeded \$80,000.

The following table shows the type of vehicle, what percentage of a type of

vehicle was involved in accidents, and the percentage of total damage to all CG vehicles.

In explanation it should be noted that stake body trucks suffer little damage to themselves but account for a great deal of damage to other property. This may be due to drivers backing down these vehicles and attempting to maneuver them without making sure of adequate space. As regards the ambulance accident rate, there was an average of one accident for every ambulance in the service during the period of report.

Type of Vehicle	Percentage of total vehicles of this type involved in accidents	Percentage of total damage to CG vehicles
	Percent	Percent
Ambulance .....	100	4
Tractor and trailer .....	94	4
Panel truck .....	80	24
Carryall .....	71	10
Bus .....	59	
Station wagon .....	49	6
Sedan .....	49	7
Pickup .....	44	14
Jeep .....	42	15
Stake body .....	42	6
Electronic, telephone .....	30	4
Dump truck .....	26	
Power wagon (and similar) .....	18	1

## The New Armed Forces Reserve Act

The following outlines the main provisions of the Armed Forces Reserve Act of 1952 (Public Law 476, 82d Congress). Specific procedures for carrying out various parts of the law are now being prepared.

If you were inducted into any of the Armed Forces, or enlisted or were appointed in a Regular component of the Armed Forces *between 27 September 1950 and 19 June 1951*, and served on active duty for *less* than 3 years you must serve in one of the Reserve components for 5 years from date of transfer thereto.

However, you may shorten this time to 3 years Reserve service by training in an organized Reserve unit. If you were inducted for 21 months' active service and request a 1-year extension of active duty, thereby serving 33 months, you do not have to serve in the Reserve. Also, if you serve 3 years on active duty, you are not required to serve in the Reserve.

If you enlisted, or were inducted or appointed in the Armed Forces subsequent to 19 June 1951, including any of the Reserve components, you are required to serve on active duty and in the Reserve for a total of 8 years. This service can be in any combination so that any part of the 8 years may be served on active duty and the balance in the Reserve.

If you enter the military service *after* your 26th birthday, you serve only for the period for which you enlist.

All Reservists in the different services will be in only three categories after 1 January 1953: Ready Reserve, Standby Reserve, and Retired Reserve.

The Army, Navy, Air Force, Marine Corps and Coast Guard Reserves will each have Reservists in all three of these categories. Persons in the Ready Reserve and the Standby Reserve may be ordered to active duty either as individuals, or, if members of a Reserve unit that has been organized and trained to serve as a unit on active duty, as mem-

bers of units. There will be no units, only individuals, in the Retired Reserve. The main difference among the three categories of Reserves is the priority in which they can be ordered to active duty.

The Standby Reserve is made up of all members of the Reserve components who are not in the Ready Reserve or the Retired Reserve.

The difference between a Ready Reservist and a Standby Reservist is the conditions under which they can be ordered to active duty. However, if a war or national emergency is declared in the future by Congress, any Reservist can be ordered to active duty until 6 months after the war or emergency ends. This is not a new provision. Even Retired Reservists can be ordered to active duty in such a case.

The national emergency in which we are now serving is not one declared by Congress. It was proclaimed by the President in December 1950. Neither the Standby Reserve nor the Retired Reserve can in the future be ordered to active duty in a Presidentially declared emergency.

If another emergency should be declared by the President after 1 July 1953, only the Ready Reserve would be subject to orders for active duty of not more than 24 months. Such orders could be for individuals, units, or the entire Ready Reserve. In such an event, before anyone could be ordered to active duty, Congress would have to authorize the quantity.

It is not possible to make laws in advance to cover every military need; therefore, Congress did not try to fix the priority in which Reservists should be ordered to active duty in any future partial mobilization. Instead, it adopted this statement of policy: "... attention shall be given to the duration and nature of previous service, with the objective of assuring such sharing of hazardous ex-

posure as the national security and the military requirement will reasonably permit; to family responsibilities, and to employment found to be necessary to the national health, safety or interest. The Secretary of Defense shall promulgate such policies and establish such procedures as may be required in his opinion to carry out our intent."

**Transfer to Standby Reserve.**—The Act allows any Reservist who was in an active status on 1 January 1953 to be placed in the Ready Reserve. However, except in time of war or national emergency declared by the Congress subsequent to 1 January 1953, and if not serving on active duty, he must, upon request, be transferred to the Standby Reserve if:

He is not serving under agreement to remain a member of the Ready Reserve for a stated period.

He has served 5 years or more on active duty in any of the armed forces; or

His service on active duty and in a Ready Reserve training program together totals 5 years or more.

He has served 1 year or more on active duty in the Armed Forces between 7 December 1941 and 2 September 1945 in addition to 1 year since 25 June 1950; or

He has served as a member of 1 or more Reserve components for at least 8 years since 2 September 1945. (This will not be possible until 1 September 1953.)

Upon his request, a member of the Standby Reserve may be assigned to the Ready Reserve provided that there is a vacancy and that he is found to be qualified therefor by the Commandant. Such a Reservist may be required to agree to remain in the Ready Reserve for a stated period, in which case he will not become entitled to be transferred back to the Standby Reserve until the termination date of the stated period.

**Active Duty Contracts.**—The Armed Forces Reserve Act provides for active-duty contracts for those who may volunteer for definite periods of active duty, as determined by the Coast Guard. Under

the law, the individual will receive severance pay if the contract is broken through no fault of his own.

**How Long Must You Remain a Reservist?** The number of years you must spend in the Coast Guard Reserve is outlined in the Universal Military Training and Service Act, not in the Armed Forces Reserve Act.

However, the Armed Forces Reserve Act does provide that all enlistments, and obligated periods of service in the Coast Guard Reserve, in force at the beginning of any future war or national emergency declared by Congress, shall be extended until 6 months after the end of such war or national emergency. This provision does not apply to Presidentially declared emergencies such as the present one.

As long as you remain in the Coast Guard Reserve, you will be required to keep your district commander informed of your address, dependency status, occupation, newly acquired skills and other facts about yourself that affect your availability for further active duty. You will probably get a personal questionnaire by mail once a year. Once a year you will have to sign a statement concerning your physical condition. The law also requires that you be given a physical examination at least once every 4 years.

Under the law, all Coast Guard Reserve commissions are for an indefinite term. They will not have an expiration date.

**If Ordered to Active Duty.**—Everyone ordered to active duty from civilian life will be given at least 30 days' notice unless military conditions do not permit.

As earlier pointed out, your active duty may last 24 months in case of a Presidentially declared national emergency, or the duration-plus-6-months in case of a Congressionally declared emergency or war.

**Benefits.**—In addition to the obligations incurred by you under the Armed Forces Reserve Act, you are also entitled to a number of benefits.

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of training. If you are able to train actively with one of the many Coast Guard Reserve units, you will keep your military knowledge up to date and be better prepared for service if you are again needed for military service.

You may be able to join a unit that has paid drills. For these training periods you will receive a full day's service pay of your rate or rank for only 2 hours of work. You will also have a chance to receive 2 weeks' annual training duty at full pay. You may also attend special schools and take correspondence courses.

In addition, a Reservist may earn certain retirement rights. In brief, he may receive retired pay at age 60 if he has 20 years of satisfactory federal service.

The conditions for ordering Ready, Standby and Retired Reservists to active duty are not effective immediately.

Section 21 of the Universal Military Training and Service Act gives the President authority to order any Reservist to a maximum of 24 months' active duty at any time until 1 July 1953. The only exception applies to World War II veterans who have also served on active duty since 25 June 1950.

## **Auxiliary Helps Organize ORTU At Syracuse, N. Y.**

Members of the Coast Guard Auxiliary in Syracuse, N. Y., were given a well-done recently for helping to get under way a new Organized Reserve Unit there.

At a meeting of 9th District ORTUPS and ORTUAG commanding officers, LCDR Richard W. Bagnell, CO of ORTUPS 00-039 in Syracuse, told how the first 27 enlistments in the new Reserve unit there were effected by members of Coast Guard Auxiliary Flotilla 2-01. Other Reserve Unit COs were equally enthusiastic about the Auxiliary's aid in recruiting members for the units.

During 1952, Auxiliarists had a hand in recruiting 273 young men for Coast Guard Reserve units across the country, and 9th District Auxiliarists alone ac-

counted for 64 such enlistments. Auxiliarists in the 11th District helped to recruit 80 Reservists.

## **May Cut Enlistment Time By Joining the Reserve**

The following is a corrected rewrite of the article that appeared on page 163 of the January issue of the Coast Guard Bulletin.

Regular Coast Guardsmen slated to be released between now and 30 June 1953, and who agree to enlist in the Reserve for a 3-year hitch, may be released upon expiration of their present enlistment instead of having to serve the nine-month extension of their enlistment specified by the Presidential order currently in effect.

Those who do not enlist in the Reserve, however, must serve the additional nine months on active duty according to the relevant executive order.

The executive order of 17 April 1952 permitted the Coast Guard to extend enlistments of both Regulars and Reserves by nine months. (An earlier executive order dated 6 July 1951 had permitted a 12-month extension of enlistment.)

Those who enlist in the Reserve will be assigned to inactive duty. Ratings will be the same as held at the time of release from active duty.

## **515 Officers, 3,716 Men In ORTUs at End of 1952**

At the close of 1952, there were some 515 officers and 3,716 enlisted personnel participating in Organized Reserve Training Units activities in a drill pay status.

Specifically, these figures represent 292 officers and 3,262 enlisted personnel assigned to ORTUPS; 100 officers and 408 enlisted personnel assigned to ORTAUGS; 26 officers and 11 enlisted personnel assigned to AVIATION; 97 officers and 35 enlisted personnel assigned to interservice training with the other Armed Forces' Organized Reserve units.

# COAST GUARD AUXILIARY

## Alexander S. Bauer Elected National Commodore

The United States Coast Guard Auxiliary, small boat safety organization of the Coast Guard, elected Alexander S. Bauer as National Commodore at an annual conference in Coast Guard Headquarters 6 February. Mr. Bauer, an attorney and boatman, was Commodore of the 3d Coast Guard District Auxiliary (Southern Area). He lives at 437 West Schoolhouse Lane, Philadelphia, Pa. Mr. Bauer succeeds Bert C. Pouncey, Jr., of Hughes, Ark., who had been National Commodore for 2 years.

Representatives of the Auxiliary in all Coast Guard Districts except the 17th, and Coast Guard officers assigned as Directors of Auxiliary in the Districts, attended the 3-day conference. They heard talks by high-ranking Coast Guard officers, including VADM Merlin O'Neill, Commandant and first Chief Director of the Auxiliary; RADM Alfred C. Richmond, Assistant Commandant, and RADM James A. Hirshfield, Chief of the Office of Personnel. A high point of the conference was a luncheon given by Admiral O'Neill.

The 24 Coast Guard officers and Auxiliary Commodores at the meeting represented 13,000 members of the organization in laying out plans for 1953. Training—both of Auxiliarists and nonmembers—was stressed at the sessions. A new series of standard training courses, with materials supplied by Headquarters, was outlined and approved. And the second section of Auxiliary training to be revised since the standardization program got under way—the free public instruction course in small boat safety for non-Auxiliarists and new boat owners—was unveiled. More than 2,000 persons enrolled in the public course last year, and 1953 enrollments are increasing.

Training and examination of provisional members of the Auxiliary already has been standardized by Headquarters in all districts. The next revision will be of the Courtesy Motorboat Examiner course and examination. Other courses are scheduled for changes and reissue soon. Also on the conference agenda were the Auxiliary instructions, which are to be canceled and reissued by Headquarters, and will include new Auxiliary uniform and insignia regulations, among other changes.

The Coast Guard Auxiliary last year assisted 1,976 small craft in varying degrees of distress, examined for safety more than 20,000 pleasure boats, and issued Courtesy Examination decals to 14,186 non-Auxiliary boats. Auxiliarists helped to patrol 342 marine regattas during the year and, in cooperation with the Coast Guard Reserve, recruited 273 young men for Organized Training Units.

Coast Guard Directors of Auxiliary and the Auxiliary Commodores attending the conference were: 1st District, CDR E. B. Sawtelle and Frank Trachtenberg, of Boston; 2d District, LCDR A. N. Drake and L. G. Drollman, of Louisville; 3d District (Northern Area), CAPT C. M. Anderson and Joseph M. McAndrews, of New York; 3d District (Southern Area), LCDR Albert Frost and Mr. Bauer; 5th District, CDR C. M. Speight and R. M. Patterson, of Richmond; 7th District, LCDR E. F. Cotter and Roger W. Arnold, of Miami, Vice Commodore; 8th District, LT E. P. Sawyer and D. L. Johnson, of Dallas; 9th District, CDR K. H. Potts and Webb L. Sheehy, of Rochester; 11th District, LCDR R. E. Thomas and John W. Loos, of Glendale; 12th District, LCDR J. F. Hettrich and Harry Greenlees, of San Pablo; 13th District, LCDR M. L. Skaret and L. D. Winters, of Portland, and 14th District, CDR C. E. Masters and J. M. Hendershot, of Wailuku.

CAPT Nathaniel Fulford, Chief Director of Auxiliary, and LCDR A. J. Callendo, Assistant Chief, headed the conference together with Mr. Pouncey, whose term as National Commodore expired with the election of Mr. Bauer at the close of business.

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Also present were LT Randolph Ross, Jr., and ENS B. A. Franklin of the Auxiliary Division staff.

Headquarters officers who addressed the meeting were CAPT Henry T. Jewell, Assistant Chief of the Office of Personnel; Capt. E. K. Rhodes, Chief of the Communications Division; CAPT L. H. Morine, Chief of Public Information, and CAPT George A. Knudsen, Chief of the Reserve Division. The Auxiliary received a "well done" for assisting in local distribution to radio stations of a recent Coast Guard Reserve radio program, and for contributing to better public understanding of the Coast Guard.

Observers from the Auxiliary at the conference included Francis D. Courtney of Washington, 5th District past commodore; R. R. Latocca of San Jose, 12th District past commodore; Arthur Johnson of Bridgeport, and John Sader of Philadelphia, 3d District past commodores; Paul Richardson, 1st District past commodore, and Bernard Owens, present 5th District rear commodore.



**COAST GUARD AUXILIARY CONFERENCE** at Headquarters on 4, 5, 6 February elected Alexander S. Bauer of Philadelphia, left center, as National Commodore of the Auxiliary for 1953. Others, left to right, are Joseph M. McAndrews of New York, 3d District Commodore; Bert C. Pouncey, Jr., of Memphis, past National Commodore; Mr. Bauer; CAPT Nathaniel Fulford, Chief of the Auxiliary Division; LCDR A. J. Caliendo, Assistant Chief, and L. G. Droppelman of Louisville, Auxiliary Commodore in the 2d District.

## New Safe Boating Course Prepared by the Auxiliary

Public Instruction in Safe Boating by the Coast Guard Auxiliary, given new emphasis at the 1953 National Conference, will be conducted soon with "ready made" training materials prepared at Headquarters.

The new standard Public Instruction course includes 8 booklets (CG-271 se-

ries) which are to be distributed to persons attending the course, plus 2 motion pictures and an instructor's guide. The booklets include an introduction, nautical terms, seamanship, marlinespike seamanship, aids to navigation, piloting, rules of the road, and safety.

The course in eight lessons is considered sufficient, according to LT Randolph Ross, Jr., chief of the Auxiliary training section. In a session of the conference

entirely on training, it was pointed out that time devoted to additional subjects for public instruction might better be spent in raising the level of Auxiliary's skill instead. Another advantage in the eight-lesson course, it was said, is the inducement to persons taking the course to join the Auxiliary as provisional members in order to take more advanced courses.

Other training courses to be standardized and produced at Headquarters will include instructor training, advanced courses for members leading to skilled designators, a Courtesy Examiner course and examination and AUXOP training.

### New Awards Program Is Adopted by Auxiliary

A new program of national awards in recognition of extraordinary activity by Auxiliarists was outlined at the National Conference by CAPT Nathaniel Fulford, Auxiliary Chief Director.

To meet a need for recognition of members who perform heroic or outstanding service in "on the spot" assistance cases, the award program is to include a bronze plaque for the most unusual cases, and an appropriate certificate for others. Recommendation of candidates for the awards are to be handed over to Headquarters each year by the National Board during the annual conference. Final action will be taken by the Commandant.

The new award program does not affect the eligibility of members for the Treasury Department's Life Saving Medals, it was pointed out, but will fill the need for recognition of those who, for some reason, do not qualify for the higher awards.

### Korean Service Medal Directive To Be Issued

As the result of an executive order issued by President Harry Truman, some Coast Guardsmen are now eligible to receive the Korean Service Medal.

### Service Deaths

WHITTEMORE, Dee A., ENC (P) (AN); 16 Feb., Exposure; CGC Moorings, New London; NOK: Mrs. Ruth Whittemore (widow), 41 Ridgeview Circle, New London.

BLUCKER, Guy C., BM2 (P); 16 Feb., Exposure; CG Group, New London; NOK: Oscar R. Blucker (father), Rt. 2, Jacksonville, Ark.

GASKILL, Carl A., BMC (Ret); 23 Sept., Natural, Harkers Isl., N. C.; NOK: Lola L. Gaskill (widow), Harkers Isl., N. C.

CLARKE, Geo. H., Keeper (FLHS) (Ret); 28 Jan., Natural, Trenton, N. J.; NOK: Now unknown.

MANN, Leland, Keeper (FLHS) (Ret); 13, Feb., Natural; NOK: Darrell L. Mann, 16 Southwell Ave., S. Portland, Me.

BARCHFIELD, David E., SR; 18 Feb., Cause unknown; USPHSH Stapleton, SINY; CGRC, Cape May; NOK: Henry J. Barchfield (father), 124 Tarragonna Dr., Pittsburgh, Pa.

AKER, Vennie O., BMC; 19 Feb., Injuries from fire drill, Groton; CG TRASTA, Groton, Conn.; NOK: Margaret Aker (widow), 92 Bill Ave., Groton, Conn.

BAKER, Clayton J., Jr., SN (YN); 2 March, Leukemia, Battle Creek, Mich.; CGD Nine; NOK: Mr. and Mrs. Clayton J. Baker (parents), 40 Orchard Pl., Battle Creek.

BARCO, Milton O., LT (Ret); 4 March, Natural, USPHS Hospital, Norfolk; NOK: Ruby C. Barco (widow), 2604 Arctic Ave., Virginia Beach, Va.

ROSERO, Modesto C., CM1c (Ret); 27 Jan., Natural; NOK: Maelisa Rosero (widow), 1109 St. Anthony St., New Orleans.

PEEK, Fred P., EN3 (P); 20 Feb., Auto accident; CGC *Narcissus*, Portsmouth, Va.; NOK: Mr. and Mrs. Fred N. Peek (parents) Star Rt., Blacksburg, S. C.

PAYNE, Nelson H., Surfman (Ret); 7 Feb., Natural; NOK: Marjorie Payne (widow), Jessup Ave., Quoque, N. Y.

PINE, James, VADM (Ret); 21 Feb., Natural, USPHSH Brighton, Mass.; NOK: Mrs. Ysabel C. Pine (widow), 1005 Uncle Venies Rd., S. Harwich, Mass.

BRIDGES, Howard, Jr., TN; 23 Feb., Drowned at CG Base, Charleston, S. C.; USCG *Blackhaw*; NOK: Howard Bridges, Sr. (father), 1020 34th Ave., Meridian, Miss.

JENNINGS, Loyal R., Keeper (LHS) (Ret); 31 Jan., Natural, USPHS Hospital, Windmill Pt., Toledo, Ohio; NOK: Margaret Jennings (widow), 711 W. Central Ave., Toledo.

RYAN, Michael J., RADM (Ret); 25 Feb., Heart attack, Bethesda, Md.; NOK: Marie V. Ryan (widow), 4606 Walsh St., Chevy Chase, Md.

DUNNE, Thomas D., AL2; 8 March; Auto Accident—Pa. Turnpike; CG Air Det. Washington; NOK: John B. Dunne (brother), 138 West 96th St., Apt 2W, New York.

SANDBERG, Nils H., MBC Ret.; 1 March—Coronal Occlusion, Staten Island; NOK: Hilda Sandberg (widow), 302 Beach Ave., Staten Island, N. Y.

TAYLOR, Alva B., PhM1 (Ret); 5 March, Illness, USPHS Hospital, San Francisco; NOK: Theresa M. Cloetta (daughter), 3550 Gray St., Oakland, Calif.

CRAMER, Chester H. CMoMM (L) Ret.; 11 March, Natural, Navy Hosp. Philadelphia; NOK: Mrs. Jack Kelly (daughter), 55 Clinton Ave, Merchantville, N. J.

PURDY, Elmer M., CBM Ret.; 11 March, USPHS Hos. Stapleton; NOK: Ruby A. Purdy (widow), Barrington Passage, Nova Scotia, Canada.

O'NEAL, Robt. L. CMoMM Ret.; 9 March; Natural—Cape May, N. J.; NOK: Dorothy I. O'Neal, (Widow) RFD 2, Cape May, N. J.

WILLIAMS, Richard H.—None LHS, Keeper, Ret.; 6 Feb.; Natural; NOK: Mrs. Richard H. Williams (widow) 1057 Bird Ave., San Jose, Calif.

BAUM, Wm. J., BM1, Ret.; 21 Feb.; Natural—USPHS Hosp. Norfolk; NOK: Gertrude Baum (widow) Kitty Hawk, N. C.

BARKER, Frederick P., Master (FLHS) Ret.; 24 Feb.; Natural—Geneva, N. Y.; NOK: Mrs. M. Carl Blair (daughter) 88 Hillcrest Ave., Geneva.

STANTON, Lee M. (SK) Laborer (LHS) Ret.; 24 Feb.; Natural—Hancock, Mich.; NOK: Alice Stanton (widow) Ontonagon, Mich.

LESLIE, Norman H., RADM; 15 March; Heart Attack, Seattle; CGD 13; NOK: Unis P. Leslie (widow) 110 W. Highland Dr., Seattle.

SAMMS, Harry F., BM2c, Ret.; 13 March; Natural—Tampa, Fla.; NOK: Alice V. Samms (widow) Rt. 5, Box 568, Tampa 4.

MASON, Edward A., MACH Ret.; 20 March; Natural—USPHS Hos. New Orleans; NOK: Aileen J. Mason (widow) 1154 Freman St., Mobile, Ala.

PAGET, Chas. F., BM1c (L); Ret.; 5 March; Natural—St. Joseph, Mich.

SWEENEY, Edmund BMC, Ret.; 25 March; Natural—San Francisco; NOK: Ella M. Sweeney (widow) 840 Van Ness Ave., San Francisco.

BIRCH, Howard E., BMC Ret.; USPHS Hos. Baltimore; NOK: Joann E. Birch (widow) Clark St., Chincoteague, Va.

### Weed Control Questionnaire

In order to better determine the extent and nature of interference by plant growth to minor aids to navigation and landline installations, and to accumulate information for a control program, the Commandant has forwarded a questionnaire to units concerned with the problem.

Inasmuch as the present methods of clearing vegetation are laborious and time-taking, it is hoped that chemical methods of control will eliminate the need of man-power somewhat.

The 14th District Legal Officer is conducting conferences with ship's officers for indoctrination in administration of discipline under the UCMJ. The program was adopted because "of the large number and variety of errors in court-martial being received by the District Commander for review."

## In the Line of Duty . . .

FEBRUARY 11, 1953.

Vice-Admiral MERLIN O'NEILL,  
Commandant, U. S. Coast Guard,  
Washington 25, D. C.

DEAR ADMIRAL O'NEILL: We have been advised by Mr. John Hertz, Jr., of the courtesy and most efficient service rendered by the CGC *Aurora* and crew in assisting and towing into Charleston, S. C., the ketch, *Ticonderoga* on or about January 4.

Mr. Hertz (owner and master of the vessel) in describing the locating of the *Ticonderoga* 200 miles at sea, refers to this as a wonderful feat in navigation. Further, in giving me details regarding the boarding of the vessel to repair its steering gear and later in making the towing line fast, it would appear that considerable credit should be given to CDR J. Coste, and Warrant Machinist L. High for their most efficient performance beyond the call of duty.

In my opinion the fact the hull of the *Ticonderoga* upon inspection at Charleston, S. C., and immediately after while hauled out at Jacksonville, Fla., showed no signs of strains is proof that the towing was done in the most efficient manner, particularly when the weather conditions which prevailed are taken into consideration.

It was my good fortune to meet CDR Coste and Chief Engineer High shortly after their arrival in Charleston. During my career of 25 years as a marine surveyor I have met many U. S. Coast Guard officers who have been "Always Ready" but in this case seamanship, most proficiently performed, stands out.

Yours very truly,

(S) M. B. MOUNT,  
Marine Surveyor,  
The Home Insurance Co., New York.

FEBRUARY 17, 1953.

UNITED STATES COAST GUARD,  
Washington 25, D. C.

Attention: Commandant.

GENTLEMEN: A large number of our personnel recently participated in our regular semiannual Air-Sea Rescue Emergency Procedure Training program conducted at our Seattle Base primarily for overseas flight crews. During the program valuable assistance was received from members of the Coast Guard located at the Air Station, Port Angeles.

I would like to take this opportunity to express my personal appreciation, as well as that of Northwest Airlines, to the Coast Guard for the splendid cooperation and assistance we received in this program. In particular, LCDR K. M. Bilderback and LT M. B. Williams of the air station did an outstanding job in providing instruction on specific subjects during the training.

Sincerely,

(S) FRANK C. JUDD,  
Vice-President Operations,  
Northwest Airlines, Inc., St. Paul, Minn.





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## Historical Supplement . . .

(Reprints from "THEY HAVE TO GO OUT")

### World War II

On 17 June 1942, the Commander-in-Chief, U. S. Fleet, notified the commanders of the Eastern and Gulf Sea Frontiers that it had been directed that there be acquired the maximum number of civilian craft that were in any way capable of going to sea. These craft were to be acquired and manned by the Coast Guard as an expansion of the CG Reserve. They were to be fitted to carry at least four 300-pound depth charges, to be armed with at least 1 machine gun, preferably 50 caliber, and equipped with a radio set, preferably voice. These groups, and similar groups organized from similar Navy craft, would be assigned by sea frontier commanders to restricted patrol stations (pickets) spaced along the 50 fathom curve of the Atlantic and Gulf coast, particularly in those areas where submarines are found to be concentrated.

All the District Coast Guard officers began at once to carry out orders based upon this directive issued them by the Sea Frontier Commanders. The prime mission of the coastal pickets being one of enemy submarine surface and air forces, and to attack and destroy them when their armament permitted. They were also to conduct rescue operations off shore, reporting all vessels in distress, survivors located and other unusual matters of naval interest. Between 1 January 1942 and 1 January 1943, Coast Guard floating units increased from 3,732 to 8,357. The major portion of this 4,625 increase was in reserve boats which rose in number from 314 to 3,148, miscellaneous motorboats of less than 65 feet which showed an increase of 611 from 174 on 1 January 1942, and miscellaneous small craft which increased by 240 during the same period. Other categories which showed substantial increases were landing party boats which increased by 600, converted fireboats which went up by 121 units, and miscellaneous cutters of less than 100 feet, mostly YP's, which increased by 102.

There were thousands of calls on the regular cutters for assistance. The CGC *Nike* brought 39 survivors of the SS *San Gil* into Ocean City, Md., on 3 February 1942, and 3 days later rescued 30 persons from the torpedoed tanker *China Arrow* in the same vicinity. On the 16th day of February 1942, the CGC *Woodbury* brought in 40 members of the crew of the tanker *E. H. Blum*. On 15 February 1943, the CGC *Calypso* removed 42 persons from a lifeboat of the torpedoed Brazilian SS *Buarque*, 30 miles east of Cape Henry. Lifeboat stations along the Atlantic coast picked up hundreds of survivors in lifeboats during the first months of 1942. Many of these lifeboats and rafts from sunken merchantmen were spotted by CG aircraft on their patrols. At the beginning of the war, the Coast Guard had 56 planes based in 10 air stations from Maine all around the coasts to the State of Washington. Not yet equipped in many instances with bombs, these planes went out on regular patrols and on spotting survivors, notified nearby fishing vessels and other craft of their exact location.

**NOTICE.**—Those who wish to follow the World War II history of the Coast Guard may do so while the supply lasts by sending a request for the entire bound volume to the Commandant (PIO) U. S. Coast Guard Headquarters, Washington 25, D. C.

**With This Combination April–May Issue, the Publication of the Bulletin Is Indefinitely Suspended**

MAY 28 1953

Public Library  
Detroit, Mich.  
General Information

"USE MARCHING FIRE—and follow me!" Shouting this command, Lieutenant Carl Dodd struck out in advance of his platoon to lead the assault on Hill 256, near Subuk, Korea. During the fierce in-fighting that followed, he constantly inspired his men by his personal disregard of death. Once, alone, he wiped out a machine gun nest; another time, a mortar. After two furious days, Dodd's outnumbered, but spirited, force had won the vital hill.

"You were helping, too," says Lieutenant Dodd. "You and the millions of other citizens who have bought Bonds. For your Bonds, *which keep America strong*, were behind the productive power that gave us the weapons we used.

"I hope you'll go on buying Bonds—always. Because your Bonds—and our bayonets—make an unbeatable combination for keeping safe the land that we all love!"

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First Lieutenant  
Carl H. Dodd  
Medal of Honor



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